For the use of the agriculturists, mostly, small bridges across the Mamam river were highly necessary as they would facilitate the transport of agricultural implements and livestock when the river was in floods.

There were two bridges at Puttanar, but they had become dilapidated and were dismantled, and from that time, two ferry boats at those places have been provided. The people inhabiting Arayatturuttu, Puttura, Katakam, Pulinturutti and other places had to undergo severe hardships for want of the bridges across the Puttanar as they had to cross the canal even for fetching drinking water. The school-going children had to cross the canal to reach their schools. Big bridges which could be used for cart traffic were not necessary; what was wanted was only a small bridge at each of the two ferries for the use of pedestrians.

The conversion of the trace from Kollampuzha to Dalavapuram into a cart road would be a great boon to the people of Vettur, Chilakkur, Varkala, Kurakkanni and several other villages and to the large number of boys and girls who had to go to Chirayinkil. It would also largely facilitate the transport of goods to Kavalayur market, Dalavapuram market, etc. Such a road would also be a short-cut between Chirayinkil and Varkala. The amount that might be required for land compensation if the road were widened would be very small, but the benefit accruing to the people would be immense.

The tank at Pulikulam in Sarkara *pakuthi* and the area under cultivation were subject to inundation during the rains and the poor cultivators were helpless even for paying tax to the Government. The Mamam river was becoming narrower consequent upon the encroachments of the riparian owners, and the natural course of the river was obstructed, with the result that the flood water caused breaches at several places to the great loss of the agriculturists. They were unable to close the breach in the Pulikulam even now. This should be attended to immediately as, otherwise, cultivation in the surrounding area during the next season would be impossible. It was also necessary to construct a small aqueduct from the Mamam river for the use of the agriculturists. The control of the river banks should be in the Public Works Department so as to facilitate the clearance of the course of the river and the removal of encroachments. The culvert at Manchadimudu on the Chirayinkil-Pallipuram road and the anicut at Sarkara should be put in proper order. The culvert was very narrow so much so that the water from the Pulikulam *chira* which found its way through nine channels had to flow through the narrow course under the culvert. The old culvert to the west of the one under repairs was in a bad way and it should also be put in order, the necessary sluices being provided.

DEWAN'S REPLY: Mr. Parameswaran Pillai, in regard to the need for a road from the 18th mile of the Trivandrum-Quilon road to meet the Chirayinkil-Attingal road at the 3rd mile, you are aware there is already a first class cart road fully bridged *via* Attingal up to Chirayinkil. As this road exists, there is hardly any necessity for the additional one you suggest. But since the people are willing to give the land free for the first mile and as *porambokes* are available elsewhere, the Government are prepared to consider the matter and call for estimates.

2. As regards bridges across the Mamam and Puttanar rivers, we are getting estimates ready and will take up one by one in due course.

3. Your request *re* conversion of the trace from Kollampuzha to Dalavapuram into a cart road will be taken note of.

4 In regard to irrigation facilities you ask for, the Sarkara anicut has been constructed at a cost of Rs. 2,496.

MEMBER: Water from 9 channels flows through one; so it is quite useless.

DEWAN: The one at Manchadimoodu will be examined by the Chief Engineer.

108. Needs of the Chirayinkil taluk, Group II.

MR. MATEVA KURUP NARAYANA KURUP (*Member, Chirayinkil taluk, Group II*) said that the occupation of his constituents was agriculture. There were not sufficient facilities to carry on agriculture on account of insufficiency of green-leaf manure and cow-dung. This was because all waste lands and pastures were

LIBRARY ARCHIVES Kerala Legislative Assembly

auctioned away so that green-leaf manure could not be raised and the cattle had not enough fodder. The manure depot and the Agricultural Inspector's station were at the southern end of the taluk in the town and the ryots did not derive adequate benefit. The agricultural station should be in a central place, *e. g.*, Navaikulam, and the Inspector should be asked to disseminate scientific knowledge in regard to methods of cultivation and distribute prepared manure among the ryots.

Then, in regard to Pallikkal-Velinallur road, this was a subject of representation at several of the sessions of the Assembly. But nothing was done in the matter. The road required would only be three miles long and would facilitate communication with Kottarakara, Quilon and Chirayinkil. The road would be of immense use and should therefore be constructed as early as possible.

The Madavur-Kilimanur road, though it was a cart road, was negotiable for carts only with the help of several men. The Government had promised to make the road a public road, but in this matter too nothing was done in furtherance of the promise. Sufficient funds for the construction of a few culverts and for the improvement of the road should be provided and the necessary steps taken to put the road in good condition.

The opening of a hospital at Varkala was long delayed. The need for one was recognised by the Government and the site for it acquired. But no steps were taken during the last two years for carrying out the proposal. The matter demanded the early attention of the Government.

DEWAN'S REPLY: Mr. Narayana Kurup, your representations in the matter of facilities for agriculture will receive careful consideration and what you say will be communicated to the Director of Agriculture for remarks and advice.

2. As to the Pallikal-Velinallur road, it is a cross country road. As it is rather a difficult country, to construct a road is fairly costly. But if it is necessary to open up the country and provide facilities which people have a right to expect, the question of cost will not absolutely deter the Government from proceeding with it. At the present moment, the matter is under correspondence between the Chief Engineer and the Executive Engineer. So, do not abandon hope.

3. Then with respect to the improvement of the Madavur-Kilimanur road, I am able to tell you, definitely that the grant for the maintenance of the road has been increased from Rs. 25 to Rs. 50 per mile; so you have every right to expect a better state of affairs shortly.

4. Regarding your fourth point, there is already a hospital at Chirayinkil.

The Assembly adjourned at 4-55 P. M., to meet again at 11-30 A. M., on Monday, the 1st March 1926.

LIBRARY ARCHIVES Kerala Legislative Assembly